

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Deventer* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 8th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 1, 1886. 2286

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, Havre and Bordeaux, ex S.S. *Yoruba*, *Normandie*, *President Lery* and *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Monday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 6th December, at Noon, will be subject to rent.

All Claims must be sent in to me on or before Wednesday, the 8th December, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, November 29, 1886. 2262

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs daily as a Ferry Boat between Plover's Wharf and Tsim-tai-tai at the following hours:—This time table will take effect from the 21st October, 1886.

WEEK DAYS. SUNDAYS.

Leave Plover's Wharf 6.00 A.M. Leave Tsim-tai-tai 6.00 A.M.

8.00 " 8.25 " 7.30 " 8.00 " 8.50 " 9.15 " 9.00 " 10.15 " 9.40 " 10.20 " 10.30 " 10.45 " 10.40 " 10.55 " 11.00 " 8.00 " 11.15 " 12.25 " 12.25 " 1.15 P.M. 12.45 P.M. 1.00 " 1.25 " 1.55 " 1.25 " 1.55 " 2.25 " 2.55 " 2.20 " 2.55 " 3.25 " 3.55 " 3.25 " 3.55 " 4.10 " 4.25 " 4.50 " 4.50 " 5.10 " 5.25 " 5.40 " 5.55 " 6.15 " 6.30 " 6.45 " 7.00 " 6.30 " 6.45 " 7.00 "

* There will be no Launch on Monday and Friday, on account of the above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

To-day's Advertisements.

NOTICE.

THE undersigned, Agents in China, Hongkong, the Philippines Islands, and Ports in the Straits, for the introduction of the EDISON SYSTEM OF ELECTRIC INCANDESCENT LIGHTING, are prepared to furnish estimates for the lighting of streets, public buildings, factories, houses, &c., and to execute orders for Plants and Electrical Lighting Apparatus.

This system has already made rapid progress in Japan, where it is much esteemed for its efficiency and economy. A plant of 75 incandescent power lamps has been in successful operation for many months at the Office of the Official Gazette, Tokio, under the management of Japanese, who had only one week's training for the work. These lamps have been in use on an average 11 hours daily, at a cost of about half a cent per lamp per hour.

A plant of 525 incandescent power lamps is in use at the cotton factory of the Osaka Bosoku Company, and the cost of running has been found to be less than one-third of a cent per lamp per hour.

The total cost of lighting the factory per year is \$7,563, against an estimated cost by oil of \$5,000, the Electric light having the advantage of greater brilliancy, steadiness, and perfect safety. These estimates include an allowance of 8% interest on cost of the installation, and the usual wear and tear.

Agents of THOMAS A. EDISON.

Shanghai, 27th Nov., 1886. 2213

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, — FORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA, — BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 14th December, 1886, at Noon, the Company's Steamer *174*, Commandant VIGNON, with MAELS, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.

Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Spoils and Parcels until 3 p.m. on the 13th December, 1886. (Parcels are not to be sent on board; they must be left at the Agents' Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 4, 1886. 2211

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Forssberg*, Captain HOGG, will be despatched as above on MONDAY, the 6th instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, December 4, 1886. 2306

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *China*, Captain P. HAY, will be despatched for the above Port on TUESDAY, the 7th instant, at 8 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, December 4, 1886. 2307

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Ulysses*, Captain BRENNER, will be despatched as above on MONDAY, the 6th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 4, 1886. 2315

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, VIA FOCHOOW.

The Co.'s Steamship *Changsha*, J. G. WILLIAMS, Com'dr, will be despatched as above on WEDNESDAY, the 15th instant, at 4 p.m.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions throughout the entire voyage.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 4, 1886. 2314

FOR SAN FRANCISCO.

The S/S *L. L. American* Ship *Harvard*, TAYLOR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, December 4, 1886. 2310

Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Leaving.

Bangkok, China (S). P. Hays. Yuen Fat Hong. December 7, at 8 a.m.

Bombay, via Straits. Khiva (S). P. & O. S. N. Co. December 8, at 3 p.m.

Genoa, &c. D. Balduino (S). Carlowitz & Co. About December 10.

Hamburg, and Ports of Call. Norddeutscher Lloyd. December 27, at noon.

London, and Ports of Call. P. & O. S. N. Co. December 7, at 10 a.m.

London, via Suez Canal. P. & O. S. N. Co. December 7, at 4 p.m.

London, via Suez Canal. P. & O. S. N. Co. December 7, at 4 p.m.

Marseilles, and Ports of Call. P. & O. S. N. Co. December 7, at 4 p.m.

San Francisco, via Yokohama. P. & O. S. N. Co. December 11, at 4 p.m.

San Francisco, via Yokohama. P. & O. S. N. Co. December 11, at 4 p.m.

Shanghai, via Amoy. P. & O. S. N. Co. December 11, at 4 p.m.

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To-day's Advertisements.

NOTICE.

We have authorized Mr. HARRY WILLIAM DICK to Sign our Firm in Hongkong, per Procuration.

W. HEWITT & Co.

Hongkong, December 4, 1886. 2309

NOTICE.

Parties Interested in Cargo lying on board the *Saghalien* at the time of the Collision, which took place on the 29th November last, are requested to Communicate with the Undersigned in case they wish to Consolidate their CLAIMS with that of the *Saghalien*.

G. DE CHAMPEAUX, Agent.

Hongkong, December 4, 1886. 2312

SHIPPING.

ARRIVALS.

December 4, 1886.

Nanon, British str., 842, G. D. P. Cook, Foochow, December 1, at 2.30 p.m.

Autolonia, British frigate, 6,010, Capt. R. H. Harris, Nagasaki November 29.

Fushan, Chinese steamer, from Whampoa. China, German steamer, from Whampoa.

Hilda, British schooner, 306, O. Ohn, Newchwang Nov. 29, 2.30 p.m.

Centaur, German bark, 468, O. Ohn, Newchwang November 29, 2.30 p.m.

Canton, British steamer, from Whampoa. Rohilla, British steamer, 2,251, W. Barratt, Shanghai December 2, 2.30 p.m.

Rochampton, British steamer, 1,379, Sanderson, put back December 3, General. — GIBB, LIVINGSTON & Co.

Ningpo, British steamer, 762, D'Esterre, Shanghai December 1, General. — STEWART & Co.

Ulysses, British steamer, 1,300, A. W. Brainerd, Liverpool and Singapore Nov. 23, General. — BUTTERFIELD & SWIRE.

DEPARTURES.

December 4, 1886.

Catalina, for Hilo. Chiffon, for Cebe.

Viper, French gunboat, for a cruise. Canton, for Shanghai.

Fidelio, for Singapore.

Kent, for Singapore and New York.

Surat, for Shanghai.

Ningpo, for Whampoa.

Gratitude, for Kutchinotai.

CLEARED.

Johann, for Tooton.

Atlanta, for Saigon.

Fushan, for Shanghai.

Nanshan, for Swatow.

Hailong, for Coast Ports.

Nardoo, for Singapore.

PASSENGERS.

ARRIVED.

Per *Nanon*, from Coast Ports, Messrs Graham, Stronge, Hopkins and Allum, and 168 Chinese.

Per *Rohilla*, from Shanghai for Hongkong, General L. H. and Mrs. Warren and family, Messrs. T. S. Smith and E. S. Joseph, and 3 Chinese; for Singapore, Mrs. Shefferd, Miss Band, and 3 Swatow; for Calcutta, Dr. Slonitz; for Suez, Rev. Bishop Wilson, Rev. C. Denur, and Mr. A. Wild; for Brindisi, Mr. A. R. Greaves.

Per *Ningpo*, from Shanghai, Messrs. Steinfeld and Cantow, and 16 Chinese.

Per *Ulysses*, from Liverpool, &c., Mr. and Mrs. Watt (S).

Per *Ulysses*, from Liverpool, &c., Mr. and Mrs. Watt (S).

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Per *Ulysses*, from Liverpool, &c., Mr. and Mrs. Watt (S).

Per *Ulysses*, from Liverpool, &c.,

A CONSIGNMENT of 250 tons of rails for the Tientsin railway arrived at Shanghai by the s.s. *Chow* and were to be immediately transhipped North.

The *Shanghai* says that the Emperor has ordered the Victory to be purchased as a small steamship at Tientsin, and send it to Peking next Spring, for the use of the Empress Dowager, in the Long River and Quanning Lake.

Tientsin was given last week at Shanghai in the celebration of the *Chiao-fai* and the *Nagasaki*. Both vessels were considered to blow, so that the dam was to be borne by each party equally. As the *Nagasaki*'s damage is nil, she has to pay \$6,000, half the value of the *Chiao-fai*.—N. C. D. News.

The *Shen* has taken up the condition of the Woonam Bar and in a leading article urges the necessity of its being deepened without further delay. It says that the Marquis Tseng, on his arrival here was delayed one day by the French mail-steamer being unable to cross the bar, and will therefore be able to mention his personal experience to the Emperor, and give his views of the great inconvenience and loss which the present state of the river inflicts on the shipping trade.—N. C. D. News.

The N. C. D. News understands that the Tientsin Yamen has agreed to pay \$21,000 for the losses which the American missionaries incurred in Chungking during the riots this year. The Yamen has stated and was averse to make any payment until the missionaries had been to blame, when a settlement was made. Mr. Fulton will also receive \$5,000 for his losses in Chungking. In the negotiations for the transfer of the French syndicate, the reports that have reached us it does not appear that the change of masters is particularly popular with the proletariat over there. We understand the works will have to be suspended till next year, when a competent staff of Frenchmen will render Mr. Thevenet independent of the Chinese. The loss of time through stoppage of the work now will then be fully made up; and the whole job may still be finished within the contract time, which we understand is to be two years from date of signature.

Says the N. C. D. News of the 29th ult.—A and accident occurred on board H.M.S. *Champion* yesterday morning. The boats were being hoisted in the forenoon, and so seriously injuring two men who were in it, that they had to be taken to the General Hospital.

The North China Insurance Company has taken up the gamut thrown down by the London office, and is prepared to take the same rates, without participation in contributory returns, but with an immediate discount of 33 1/3 per cent., or rates a quarter per cent. lower, with 10 per cent. discount, and participation in returns.

The *Shanghai* says:—What people have discovered—that there is very little news in what the North-China Insurance Co. has put before the public. It looks very much like 'locking the door after the steed has been stolen'!

Up to the 20th instant, no news had been received at Foochow of the missing boat's crew from the *Benlary*, but it was thought the men might have made their way into the Hainan Straits. A Chinese cruiser was despatched to search the islands along the coast, and information of the occurrence was sent to the British authorities. In case the men might have landed on the mainland. Although diligent search was made by the steam launches both of the Customs and H.M.S. *Zambesi*—as far as Maw-lwa—no trace of the boat could be discovered, and grave fears were expressed that the boat had been lost among the breakers.

We believe that some of these men have been found.

A GENERAL CORP of Masonic contributors to the Shanghai Masonic School was held at Shanghai on the 23rd ultimo, when the report and accounts for the year ending 31st October were passed. Mr. C. Thorne, the President, in the course of his explanatory speech, said the school had been in existence for two terms. They only started with 59 pupils and they now had arrived at a total of 87, which showed that the school was making way with the public. In fact, from what he had heard from persons outside whose children attended the school, they expressed themselves very well satisfied with the way in which the school was conducted, and the fact covered the expenses of the working. But he hoped that the fees would very soon more than cover the expenses, and would enable them to carry out the object which they started, and which they had not lost sight of, namely to provide for the education of the children of poor or deceased free masons. He therefore appealed to the brethren for subscriptions.

The N. C. D. News of the 20th ultimo records a shocking attempt at suicide which occurred on the Quai du Yang-king-pang in the French Concession on the 27th ultimo. A man who gave his name as Joseph Feis-bey and described himself as a commercial traveller and of the nation of Hungary, was seen walking along the Quai, a few minutes after noon, when he suddenly drew out a revolver and fired one shot into his body. He was soon attended to, and taken to the Hospital. On opening his shirt a wound about a quarter of an inch in diameter was found under the lowest rib, just above the abdomen. When the *News* report was written no effort had been made to extract the bullet, which was supposed to be lodged in the substance. The man was in a precarious condition and his recovery was regarded as problematical. From his statement to one of the Sisters of the *News*, it appeared that he had arrived in Shanghai some four days before, from Hongkong, previous to which he had resided in Batavia with his wife. Indeed it seems there was some trouble with her that sent him there, and caused him to make the attempt on his life.

Mr. Peter Maclean in his latest circular says:—

Our market has continued without any change since this day week. Dalme's has been its ruling feature and notwithstanding the fact that the prime cost of nearly everything at home is higher, the tendency of prices here is still towards easiness. Nor at the close is the prospect attractive. Very few are confident in the maintenance of the present rate of Exchange; the Tientsin season is practically over for another year; and the news from the river is disappointing in that money is very tight and credit very scant, so that there remains but little for the importer beyond the hope of that speculative wealth which usually betes in after the northern ports are closed, and which, indeed, slight mention has already been made by the dealers, some of whom have shown a willingness to do 'forward' business on terms a trifle under those now current. Moreover, if Exchange could be relied on, or could be settled for February, April, or even for the middle of the year, the seller and buyer would come together in contract. Business to a small extent has been 'forward' on a fixed Exchange, but latterly the Banks have refused to sell much ahead, and consequently, sales 'to arrive' are at the moment almost impracticable.

The Canton Correspondent of the N. C. D. News, writing on the 23rd ultimo, says that there was much excitement in the city owing to rumours that the whole island of Hainan was up in arms. Much of the excitement was, he thinks, caused by confused misunderstandings between Feng, the Commander-in-Chief, and Pang, the Viceroy's military Secretary. Who thwarts the plans of the former on every occasion. The attempt to raise war contributions from the loyal inhabitants of the island had caused much dissatisfaction among the influential people there. Things had been going from bad to worse till the position appeared to have become untenable.

The following movements of men-of-war are recorded in the *Nagasaki Express* of the 24th ultimo:—The gun-boat *Cochet* returned to Port Hamilton from Nagasaki on the 22nd ult. The German gunboat *Neuland* returned to Nagasaki from a cruise to the Goto Islands on the 20th ult. She was to leave for Kobe, via the Inland Sea, on the 24th ult. It is reported that she will return to Nagasaki again in about ten days, for the purpose of picking up a portion of her crew who are still in hospital. The Russian corvette *Dijigit* arrived at Nagasaki from Shanghai on the 22nd ult. The flag-ship *Vladimir Monomakh* left Vladivostok for Nagasaki on the 21st ult. The cruiser *Sesatch* was expected to be docked at Nagasaki for repairs.

The *Chinese Times* (published at Tientsin) of the 20th November says:—The ex-Bank of China, Chow Fin, with his Secretary, and M. Thevenet with his Secretary, returned from Port Hamilton from Nagasaki on the 22nd ult. The former, after formal transfer of the bank works to the French Syndicate. From the reports that have reached us it does not appear that the change of masters is particularly popular with the proletariat over there. We understand the works will have to be suspended till next year, when a competent staff of Frenchmen will render Mr. Thevenet independent of the Chinese. The loss of time through stoppage of the work now will then be fully made up; and the whole job may still be finished within the contract time, which we understand is to be two years from date of signature.

St. Andrew's Day was celebrated at Shanghai by a dinner given in the evening at the Criterion Hotel. There was a large gathering of Scotsmen and their guests, and the celebration passed off with *clat*. In the evening, the Rev. Mr. Rennie, the President of St. Andrew's Society, Mr. J. J. Kewick, President, and he was supported on the right by Mr. P. Hughes, H. B. M. M. Consul General and Dr. Jamieson, and on the left by Captain Poulton, R.N., and Mr. Ewen Cameron, J.P. The Rev. Mr. Rennie, supported by the Rev. Mr. Murdoch, Mr. A. G. Wood, Chairman of the Municipal Council, and Mr. Bamford. The dining room was very prettily decorated, and a splendid dinner was served, the most sumptuous and the most judicious of professional foreign waiters. The after dinner oratory was good.—*Shanghai Courier*.

As will be seen from the following extract from the *Shanghai Courier*, the Messageries Maritimes Company lay themselves out to blame for the accelerated speed at which their homeward bound mail steamers are driven. The result is by no means an unmitigated benefit to the public so it turns out.

For some months past the P. & O. and French mails have been delivered in London within an interval of 72 hours. On the 15th (October) however, the French mail was delivered in London in the morning, while the P. & O. mail, which left Colombo two days previously was delivered here on the following day, the 19th instant. The circumstances here, as you may imagine, given rise to comment. The P. & O. is punctual and the fault is entirely with the French line which all not keep to time but accelerates the home transit in a most irregular manner. Unfortunately, the Postal authorities have no control over the M. M. steamers to prevent this.

If the M. M. Company only accelerated the speed outwards, no one would complain.

The *Shanghai Echo* of the 27th ultimo says:—The Committee of the Native Hospital, we hear, are again in a fix regarding the site for the new building, placards having been posted in the streets threatening to pull down the house in case it should be constructed on the spot, which, after immense trouble and loss of time, has at last been secured. This time, however, the *Shanghai Echo* should have no chance whatever to succeed in their deplorable designs, as the people do not raise any objection. Moreover, the ground has been obtained in the most legal way possible; one half of it having been presented to the Hospital by the liberal minded, most charitable Mr. A. A. and the other half having been bought for the Hospital of Mr. Avel, Messrs J. J. Matheson & Co.'s compradors, by Mr. Siemssen, when passing through Hongkong a few weeks ago. The property had belonged to the above parties for years, the title deeds are in perfect order, and the house is the property of the Hospital, and the other half having been bought for the Hospital of Mr. Avel, Messrs J. J. Matheson & Co.'s compradors, by Mr. Siemssen, when passing through Hongkong a few weeks ago. The property had belonged to the above parties for years, the title deeds are in perfect order, and the house is the property of the Hospital, and the other half having been bought for the Hospital of Mr. Avel, Messrs J. J. Matheson & Co.'s compradors, by Mr. Siemssen, when passing through Hongkong a few weeks ago. The property had belonged to the above parties for years, the title deeds are in perfect order, and the house is the property of the Hospital, and the other half having been bought for the Hospital of Mr. Avel, Messrs J. J. Matheson & Co.'s compradors, by Mr. Siemssen, when passing through Hongkong a few weeks ago. 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